

Snow late tonight; warmer.
Wednesday snow or rain.

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The Washington Times

LAST EDITION

WASHINGTON, TUESDAY EVENING, JANUARY 29, 1907.

PRICE ONE CENT.

SELECT JURY FOR THE TRIAL OF MRS. MAY

Case Then Adjourned
Until Tomorrow
Morning.

Assault With Intent
to Kill the Charge
Against Her.

Twelve, clear-cut, settled men, most of them married, were today selected and sworn to well and truly try Mrs. Jennie L. May, charged with assault with intent to kill, on Luelen H. Conen, on September 27, 1906. Conen died as

OLIVER TAKES STEWART FIRM AS ASSOCIATES

That William J. Oliver, the big contractor of Tennessee, will be awarded the contract for building the Panama Canal appeared certain in official circles this afternoon. After holding conferences with J. C. and A. M. Stewart and other New York contractors and financiers, Mr. Oliver sent word to Secretary of War Taft reiterating his statement of yesterday, that he would be able to complete his part of the contract within the ten days allowed him. Mr. Oliver assured Secretary Taft that he was about to associate with him one or more responsible contractors who he was certain would be satisfactory both to the Secretary and the President. Secretary Taft said the contract would surely be given to Mr. Oliver if, as stated, the persons he intends to associate with him prove their responsibility.

Chairman Shonts, of the Canal Commission, returned last night from his Western trip, and today held conferences with the President and Secretary Taft. It was understood that both conferences related to labor on the canal, although undoubtedly the matter of the contract was also discussed.

Both the members of the Stewart firm, J. C. and A. M. Stewart, arrived in this city last evening from New York, and at once went into consultation with Mr. Oliver.

All this morning they have been engaged in going over the plans and specifications of the Panama canal contract, and from every indication they are satisfied to engage in the work.

Mr. Oliver has opened offices at 302 Commercial Bank building.

The firm of J. C. Stewart & Co. is one of the largest engaged in the contracting business and its financial status is unquestioned.

Mr. Oliver declines to state whether definite arrangements have been made with Stewart & Co. regarding their association with him in the Panama canal contract.

No Chance for Wallace.

Officials of the canal commission denied reports from Boston that there is any possibility of Mr. Wallace, formerly chief engineer of the canal, being made chairman of the commission to succeed Mr. Shonts. It was stated that both the Secretary and the President had decided upon Chief Engineer Stevens as Mr. Shonts's successor.

The report concerning Mr. Wallace first gained publicity in yesterday's Boston Journal. Friends in that city of the former chief engineer apparently inspired the article. They say that notwithstanding the published charges against Mr. Wallace at the time he left the commission a year ago, both Secretary Taft and the President realize his ability, and look upon him as the most competent man available for the place. Rumors that gained circulation this afternoon to the effect that Mr. Stevens, general purchasing agent for the commission, had offered his resignation, to join Mr. Shonts in New York, were emphatically denied by Mr. Stevens himself.

THE WEATHER REPORT.

Steamers departing today for European ports will have light variable winds and partly cloudy weather to the Grand Banks.

TEMPERATURE.

9 a. m. 31
12 noon 31
1 p. m. 31

DOWNTOWN TEMPERATURE.

9 a. m. 31
12 noon 31
1 p. m. 31

SUN TABLE.

Sun sets today 5:17
Sun rises tomorrow 7:09

TIDE TABLE.

High tide today 8:32 p. m.
Low tide today 2:28 p. m.
High tide tomorrow 8:35 p. m.
Low tide tomorrow 2:30 a. m., 3:10 p. m.

HARPERS FERRY, W. Va., Jan. 29.—Both rivers clear.

Jury Which Will Try Mrs. May

Thomas Humphrey, foreman; 62 years, plumber, 507 Rhode Island avenue.
J. Blake Clark, 50 years, carpenter, 1026 Quincy street northeast.
George Greason, 52 years, hotel keeper, 1303 E street northwest.
Louis H. Emmert, 56 years, builder, 1845 Wyoming avenue northwest.
Alonso E. Lambert, 33 years, painter, 5207 Illinois avenue northwest.
Andrew P. Sincell, 27 years, merchant, 1739 North Capitol.
William J. Vonderheide, 34 years, hotel keeper, 604 Ninth street northwest.
John W. Hodgson, 35 years, superintendent, 6638 Brightwood avenue.
Norman N. Phelps, 31 years, carpenter, Langdon, D. C.
Frank P. Madigan, 46 years, director, 726 Ninth street northeast.
Millard F. Hobson, 50 years, contractor, 2013 G street northwest.
Frank J. May, 49 years, salesman, 1663 Lincoln avenue.

a result of the shooting, so physicians say, but the facts dealt kindly with Mrs. May and preserved her victim for more than a year and a day. Under the law she cannot be tried for homicide.

Justice Stafford in Criminal Court, No. 1, will try the case.

One of the jurors, Thomas Humphrey, the foreman, a plumber living at 507 Rhode Island avenue northwest, was a member of the jury which acquitted Mrs. Lola Ida Bonine, who was charged with an almost identical offense. Mrs. May has trusted her fate in the hands of one of the lawyers who defended her, Bonine, said J. C. M. Fulton, who has met with success in "unwritten law" cases.

Defendant Nervous in Court.

Arrayed in a neat-fitting black suit, trimmed with lace, a large black velvet hat with a big red rose on the back, a black silk waist, and patent leather shoes, Mrs. May sat behind her attorneys with her husband, Olie J. May, while the jury was being chosen. She had her thin black dotted veil lowered and seldom lifted it. She appeared nervous, and bit her lips or pressed them together with her black gloved hands.

Her cheeks were rosy and she appeared much pleased when the jury had been selected. Mr. May sat by his wife and the two talked to him in a whisper.

Mother of Victim in Court.

Mrs. Conen, the aged mother of the slain young man, was in court when it opened at 10 o'clock. She glanced at Mrs. May once or twice, but had nothing to say. Mrs. Conen and all the other witnesses were excused for the day when the selection of the jury was begun.

Assistant District Attorneys Charles Turner and Harvey given appeared for the Government. Messrs. Fulton and Baker sat next them.

The regular panel of twenty-six talemen were excused by the court because they admitted they had formed and expressed an opinion regarding the guilt or innocence of the defendant.

Mr. Humphrey was the first taleman called.

He was asked a series of questions by Mr. Turner and afterward by Mr. Fulton.

Q—Do you know the defendant in this case?
A—No.
Q—Know her husband, Olie J. May?
A—No.
Q—Have you read the newspaper accounts of this case?
A—Yes, I think so.
Q—Formed any opinion as to the guilt or innocence of the defendant?
A—No.
Q—Have you any acquaintance with any of the attorneys in this case or members of the Marine Band?
A—No.
Q—Have you any objection to any particular line of legal defense that may be offered in this case?
A—None.
Q—Formed any opinion as to the guilt or innocence of this defendant?
A—None.
Q—Have you discussed this case with anyone?
A—None.
Q—I mean as to its merits?
A—None.
Q—Have you any prejudice against this defendant?
A—None.
Q—Have any questions were asked all of the talemen.
Mr. Fulton's question "have you any objection to any particular line of legal defense that may be offered in this case?" shows that other than the strict, cut, and dried lines of defense will be pursued in the endeavor to keep Mrs. May from the penitentiary.

Plans of the Defense.

The defense will endeavor to show that Conen got into the happy May homestead in Southeast Washington under the guise of a friend to Olie J. May, a fellow-member of the Marine Band, and afterward betrayed the

(Continued on Second Page.)

ALL RAILWAYS MAKING FIGHT ON SMOKE LAW

Officials Say It Means
Electrification, Which
Is Expensive.

Cost of \$5 a Car Would
Come Out of the
Public.

Claimed That Railways
Have Already Spent
Much for District.

Strong objections to the bill to force the railroads entering Washington to suppress smoke were urged by railroad representatives at a hearing of the Senate District Committee today. The bill, as the railroad men view it, means the electrification of the Washington terminal system.

Samuel Rea, third vice president of the Pennsylvania road, presented the principal statement of the railroads, appearing for the Washington Terminal Railroad Company, the Baltimore and Ohio, the Southern, the Chesapeake and Ohio, the Washington Southern for itself and in behalf of the Seaboard Air Line, and the Atlantic Coast Line, and the Philadelphia, Baltimore and Washington Railroad Company.

Electrification Too Expensive.

Mr. Rea declared the roads could not afford the expense of electrification. He took the view that the passage of the bill meant this: "The railroad companies would necessarily be compelled to make a terminal charge for cars within the District. This charge, which estimates show would be at least \$5 per car, would be the first step toward a shipper, but finally by the consumer."

Chairman Gallinger observed that this bill did not require the railroads to use electric power, as had been often stated, but proposed to bring the railroads under the District law for the prevention of smoke.

Mr. Rea's remarks, as summarized, follow:

"The charter powers of the Washington Terminal Company, provided for by the acts of 1901 and 1903, are to build and operate certain structures with the approval of the Commissioners of the District of Columbia, as to plans and location. All through both acts it is perfectly clear that the roads are to be for the use of steam railroads."

Railways Have Spent Much.

"From the time the terminal improvements were first suggested, the railroads that will use them when completed, have endeavored to meet the wishes of the Commissioners, as well as the provisions of the acts of Congress. There have been constructed at an approximate cost to them of \$15,000,000 buildings of great architectural beauty, in thorough keeping with the appearance of the surrounding Government buildings, and in addition, adjacent yards and tracks, that form a most important part of the terminal improvements, and at the same time one of the most expensive."

Stations, tracks, and accommodations for Washington, many years in advance of her actual requirements, have been provided. At a time when these improvements are nearing completion, the railroad companies do not believe it would be wise to impose additional burdens should be imposed on them, especially after their laborious efforts to complete the Washington work in the shortest time possible, and in strict compliance with all the requirements of the Governmental enactments, which expressly protected their vested rights.

To the people traveling to and from Washington, the electrification of the terminal system would mean many inconveniences by causing delays to trains from steam to electric power. It would make impossible the four hour schedule to New York, to which the Pennsylvania road has been working for years. The District of Columbia, and the railroad companies, occasioned by the delay of at least two years in the opening of the station and improvements.

The railroads feel that the greatly increased and unwarranted cost of the terminal system would be paid by the public. The electric system, as called for in the original act, is sufficient cause for withdrawing section 2 of the proposed bill. The electrification of the steam railroad system of a city like Washington, with its public celebration, necessitating the handling of thousands of passengers and the freight, would require the railroads to provide a plant to supply power for a maximum load, and yet be compelled to operate at a great loss in carrying the normal minimum load.

The railroads companies could not afford to assume the additional expense of electrification of the Washington terminal, and would necessarily, but very much against their own judgment, be compelled to make a terminal charge for cars within the District. This charge, which estimates show would be at least \$5 per car, would be paid first by the shipper, but finally by the consumer.

Looking for Smoke Consumers.

"The railroads have shown, by the establishment of a large and expensive freight yard outside the city limits, their desire to keep Washington free from heavy freight movement, as well as smoke. After providing for the great outlay of extensive buildings and yards, the railroads are interested in the preservation of them, and may be relied

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Plan Elopement While Attending Matinee Party



MRS. REED KNOX,
Formerly Miss Bessie McCook, Member
of Famous Fighting Family.

Son of Senator Outwits Suitor For Girl's Hand

Reed Knox and Miss
Bessie McCook Secret-
ly Married at Alex-
andria.

Reed Knox, son of Senator Philander C. Knox of Pennsylvania, and Miss Bessie McCook, a member of the "Fighting McCook" family of Ohio, furnished a surprise this morning, when news of their romantic elopement to Alexandria was made public. Mr. and Mrs. Knox are registered at the Shoreham, where they will remain until definite plans for their future are completed.

A great deal of romance attached to the wedding of the young people, and rumor has it that the Senator's son determined that a reputed suitor from Pittsburg should be outwitted. The latter, it is said, came over to Washington a few days ago to see Miss McCook, and it was then that Mr. Knox made up his mind that an early marriage should take place.

Made Plans at Matinee.

Yesterday afternoon Miss McCook and a party of friends attended the matinee at Chase's. Mr. Knox was one of the party, but his attentions to Miss McCook were no more than those which he usually offered. There was not the slightest suggestion of a probable marriage or even an engagement and when the matinee was over the young people separated, apparently to go to their respective homes. Miss McCook was induced to go home to dinner with Dr. Newell S. Greenway, in North Columbia street, and Miss McCook telephoned her grandmother, with whom she lived in the Sherman, that she would remain to dinner with Dr. and Mrs. Shultz.

About 6 o'clock Mr. Knox procured an automobile, and instead of going to dinner with Miss McCook, Mr. Knox and Dr. and Mrs. Shultz jumped into the car and started off to Virginia. They had gone but a little way when it was found that the roads were too bad for automobile travel and the big car was turned again toward Washington. The party pulled up at the Washington, Alexandria, and Mount Vernon railway station and board. Mr. Knox was in charge of the train. Seventeen passengers were thrown from seats and berths, but only one was injured. He is a sailor whose name is not known. The crew of the freight train saved themselves by jumping. The freight was in charge of Conductor A. Hogle and Engineer M. Ahearn.

Court Clerk Prepared.

When Alexandria was reached the four young people made straight for the home of Deputy Clerk of Courts Newell S. Greenway, in North Columbia street, where a marriage license was obtained. The clerk, who is manifestly a pleasant sort of person, keeps a supply of license blanks on hand for just such a case.

(Continued on Second Page.)

TILLMAN READY TO PERFECTION STANDARD OIL

Trust Pipe Lines Com-
mon Carrier for Its
Own Products.

Senator Newlands Favors
a Federal Incorpora-
tion Law.

As Last Resort He Ad-
vocates Federal Rail-
way Ownership.

Just as soon as possible legislative measures designed to correct bad conditions in the coal and oil industries will be introduced in Congress.

Sensor Tillman, who introduced the resolution under which the inquiries in these two industries were made by the Interstate Commission, is responsible for this statement. He has not yet had time to study and digest thoroughly the two reports that the commission has recently made under his resolution—one relating to the coal industry, made last week, and the other relating to the oil business, made yesterday.

"I don't even know certainly that I will introduce the legislation," said the Senator, "but I can give assurance that it will be introduced. Perhaps it will be very short; but if not now, then at the long session."

The Senator would not more than roughly suggest the provisions which might constitute the basis of legislation. He was, however, of opinion that one of them would be the separation of pipelines from operating concerns.

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How Standard Was Exempted.

The Standard Oil owned pipelines, and hauled its own oil by means of them. This provision, if it remained in the act, would divorce the Standard's oil business from its carrying business.

There was a determined fight for the Standard to save it from this necessity, and it finally won, though not till after Tillman had made some highly sensational speeches in one of which he declared that "Standard Oil was getting in its work," and that "nobody should brand 'S. O.' on his brow." However, "S. O." won, and the provisions of the divorce of the two operations of pipelines, leaving the Standard free to retain its own pipelines.

Now the commission finds that the law is working well, just because this exception was made in favor of Standard, and Senator Tillman quite naturally has a vindicated feeling.

Senator Newlands of Nevada, when asked about the Standard Oil report and the measures which would be introduced to curb the power of this great concern, replied:

Federal Incorporation Law.

"The very widespread interests and activities of the Standard Oil Company are now pretty well understood by the public, though until a comparatively recent time the people at large did not quite realize what the company was growing to be. It is, of course, deep in finance, in railroad properties, in copper, in steel, and in many other of the most important and powerful investment concerns of the country. The problem of curbing such a power must be solved ultimately by an extension to it of the application of the Federal Government's control over interstate commerce. That is the one hold that the Government has. The State can't handle these problems. If the power over interstate commerce is for no constructive purpose, then the Federal Government can make itself effective. If that power is to be given the narrow construction, then there is nothing short of constitutional amendment, which seems almost impossible, with Government ownership as an alternative."

Under what I believe would be a proper extension of that power, Congress should adopt the measure which I proposed for the incorporation of national railroads, giving the Interstate Commerce Commission authority over capitalization so that issuance of excessive capitalization could be prevented; and with that must go the other provision for making a scientific valuation of these railroad properties, to determine present values and give a starting point from which to operate in future.

Government Ownership.

"Application of that same principle to such organizations as conduct great interstate transactions, more or less monopolistic in their nature, would be natural. That would make it possible to control the capitalization of such concerns as the steel corporation and the Standard Oil Company; to prevent excessive issues, and to restrict earnings to a reasonable return on actual investment. A Federal incorporation law for corporations engaged in interstate commerce is my preferred method; Federal licensing of corporations in interstate business is another proposal. Certainly these conditions which are being brought home to the community so constantly are serious enough to justify consideration of adequate remedies; and it seems to me that these I have suggested are conservative when compared to the radicalism of the measures which represent the only alternative."

"I believe that unless the great railroad corporations, which are now drifting

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A Washington Man John S. Dennee, a former Washington man, now with the Southern railway, is the tenth juror in Thaw case.

Jerome Hopes to Tell
Jury of Crime This
Evening.

The Ten Jurors:

No. 1—Deming B. Smith, retired
manufacturer.
No. 2—George Pfaff, hardware.
No. 3—George H. Fecke, manager.
No. 4—Arthur S. Campbell, super-
intendent.
No. 5—Henry C. Harney, man-
ager.
No. 6—Harold R. Faire, printer.
No. 7—Malcolm F. Fraser, cloth-
ing salesman.
No. 8—Charles D. Newton, retired
real estate dealer.
No. 9—Louis Haas, agent.
No. 10—John A. Dennee, travel-
ing freight agent.

NEW YORK, Jan. 29.—The tenth juror in the Thaw trial, chosen about noon today, is John S. Dennee, a former Washington man, and at present a traveling freight agent of the Southern railway.

Mr. Dennee is thirty-eight years old. He went to Washington from Louisiana when he was a child eight years of age, spent his boyhood there, and after leaving school, entered the service of the Southern. He served at Baltimore and later was returned to Washington, where he was under Ed S. Neal. The office was removed to Atlantic City several years ago, and Mr. Dennee, instead of going there, came to New York and entered the office of John D. Munson, general freight agent of the Southern system, at 271 Broadway.

There was some comment in court when District Attorney Jerome accepted Dennee, because the juror was born in Louisiana, where the "higher" and "unwritten" law plays an equal part with the laws on the statute books in the determining of justice in some cases.

Not Opposed to Death Penalty.

Dennee was far down the list of talemen, and was not called till near the noon hour. To the first question asked him: "Are you opposed to infliction of the death penalty?" he replied in the negative. He had formed an opinion, but would, nevertheless, draw his conclusions as to the guilt or innocence of the defendant from the sworn testimony.

Q—(By Mr. Jerome)—Are you acquainted in Pittsburg?
A—In a business way.
Q—Are you acquainted with any member of the Thaw family, and did you know Stanford White?

A—No.
Q—If the court charges you that the only mental unsoundness that excuses for crime is when the person committing the crime is incapable of understanding the nature or quality of the act, or to realize that the act was wrong, would you accept that charge as law, and lay aside any notions you may have your own on the subject?

A—Yes.
Q—Have you been reading the papers regularly about this case?
A—Yes, I have read them sufficiently to have acquired a good general idea of the case.
Q—Have you formed any opinion about the case?
A—Well, I have been reading so much on both sides that I have not been able to form any opinion at all about it.

He was about to be sworn in, and when he turned to Justice Fitzgerald, and for some moments appeared to be pleading. Presently the justice, after shaking his head negatively, said:

"Swear in the taleman."

Mr. Dennee then took the tenth seat in the jury box.

May Begin Trial Today.

Before he is led away to the old gray Tombs Prison at nightfall tonight Thaw may know the State's case against him. District Attorney Jerome hopes to fill the jury box today, and tell the jury the facts he expects to develop to prove the prisoner guilty of killing Architect Stanford White with design and premeditation.

Harry Thaw sat in court today in almost happy expectancy of hearing the square-jawed prosecutor begin the battle for his life. Thaw's brightened spirits seemed to inspire Evelyn and she smiled frequently during the morning, showing the first relief from the tense nervous strain she has undergone during the trial and which has brought her to the verge of collapse. All the Thaw family were in court today.

A new panel of 30 talemen reported in court today in case the old panel was exhausted before the jury box was filled.

Dr. Austin G. Flint, the Lombroso of